FOR SALE—HOUSES. FOR SALE THE OWNERS OF THE POLLOWing houses have given as the exclusive right to
sell at prices below the market value:

H 8t. hear 20th n.w.; brick; 8 rooms; bath; lot
20x140 to wide alley; cheap at \$5,500.

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6 rooms; bath; papered; reduced to \$3,000.

1 st. hear 21st n.w.; frame; 7 rooms; good
condition; large lot; orly \$3,100.

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FOR SALE—REDUCED TO \$4,650—MUST BE sold this week—one of those beautiful new houses on M st. n.w., adjoining the corner of 1st, a few steps from New York ave.; concrete street; square being built up with handsome houses, selling as high as \$10,000; these are the pretitiest and most complete houses ever offered for the price; two stories and cellars; beautifully papered; oak mantels; large bath rooms; stationary washstands; furnace heat; back yards; alley; front yard; granolithle walks; will rent for \$30 a month; open for inspection.

FOR SALE—A RAY WINDOW, DRICK NOVELLE FOR SALE A BAY-WINDOW BRICK, NORTH-west, for \$3,500; 3 large bed rooms and bath; closets and pantries; back yard; granolithic sidewalk. 1t DAVID D. STONE, 804 and 806 F st. n.w.

FOR SALE \$4,000 WILL BUY THIS WELL-LO-cated house, west of 15th st.; 6 rooms; bath; cellar; lot 20.6x70 to wide ailey. It DAVID D. STONE, 804 and 806 F st. n.w. FOR SALE A BEAUTIFUL 2-STORY HOUSE, built of stone, on one of the widest streets in the northwest, for \$3,650; 6 rooms and bath; lot 17x05 to paved alley; will rent for \$25; an offer of \$4,000 was refused one year ago.

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and St. Clement's bay, arriving at Washington
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Washington Sunday night.
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RAILROADS

BALTIMORÉ AND OHIO RAILROAD.
Schedule in effect June 9, 1894.
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For Chicago and Northwest, Vestibuled Limited express trains 11:15 a.m., 8:00 p.m.
For Cincinnati, St. Louis and Indianapolis, Vestibuled Limited, 3:30 p.m., express 12:10 night.
For Pittsburg and Cleveland, express daily 11:15 a.m.
For Lexington and Staunton, 11:15 a.m.
For Winchester and way stations, 5:30 p.m.
For Luray, Natural Bridge, Roanoke, Knoxville, Chattanooga, Memphis and New Orleans, 12:05 p.m., daily, sleeping cars through.
For Luray, 3:30 p.m. daily.
For Baltimore, week days, x4:20, 5:00, 6:35, x7:10, x7:30, 6:00 45 minutes), 3:25, x4:28, 4:31, x5:05, x5:10, x5:30, 5:35, x6:20, 6:30, x8:00, x1:35, x9:00, x1:30 and 11:35 p.m. Sundays, x4:20, x7:30, (8:00, 35 mirutes), 8:30, x9:30 a.m., x12:00, x12:05, 1:00, x2:20 (3:00 45 minutes), 3:25, 4:31, x5:05, 5:10, 6:30, x8:00, x9:00, 10:00, x1:30, and 11:35 p.m. Sundays, x4:20, x7:30, (8:00, 35 mirutes), 8:30, x9:30 a.m., x12:00, x12:05, 1:00, x2:20 (3:00 45 minutes), 3:25, 4:31, x5:05, 5:10, 6:30, x8:00, x9:00, 10:00, x1:30, 11:35 p.m.
For Annapolis, 7:10 and 9:15 a.m., 12:15 and 4:28 p.m. Sundays, 8:30 a.m., 4:31 p.m.
For Frederick, all:15 a.m., and a5:30 p.m.
For Hagerstown, all:15 a.m. and a5:30 p.m. p.m. For Hagerstown, all:15 a.m. and a5:30 p.m. For Boyd and way points, 49:40 p.m. For Galthersburg and way points, a6:00, a

For Boyd and way points, 49:40 p.m. For Galthersburg and way points, a6:90, a8:00 a.m., a12:50, a3:00, a4:33, b5:35, b7:05, b11:30 a.m., a12:50, a3:00, a4:33, b5:35, b7:05, b11:30 p.m.

For Washington Junction and way points, c9:00, a9:50 a.m., cf:15 p.m. Express trains stopping at principal stations only, a4:30, a5:30 p.m.

For Bay Ridge, 9:15 and 4:28 p.m. Sundays, 9:15 a.m., 1:30 and 3:15 p.m.

ROYAL BLUE LINE FOR NEW YORK AND PHILADELPHIA.

For Philadelphia, New York, Boston and the east, daily, 4:20, 8:00 (10:00 a.m. ex. Sun. Dining Car), (12:00 Dining Car), 3:00 (5:05 Dining Car). 8:00 (11:30 p.m. Sieeping Car, open at 10:00 o'clock).

S.00 (11:30 p.m. Siceping Car, open at 10:00 o'clock).

Buffet Parior Cars on all day trains.

For Atlantic City, Cape May, Sea Isle City and Brigantine Beach, week days, 4:20 and 10:00 a.m., 12:00 noon; Sandays, 4:20 a.m. and 12:00 noon.

a Except Sunday, b Daily, c Sunday only, x Express trains.

Baggage called for and checked from hotels and residences by Union Transfer Company on orders left at ticket offices, 6i9 and 1351 pa. ave., and at depot.

R. B. CAMPBELL,

Gen. Manager. Gen. Pass. Agt.

SOUTHERN RAILWAY,

(TIEDMONT AIR LINE).

Schedule in effect July 1, 1894.

All trains arrive and leave, at Pennsylvania Passenger Station, Washington, D. C.

8:00 a.m. daily—Local for Danville and intermediate stations, and connects at Lynchburg with the Norfolk and Western railroad westward, daily, and at Manassas for Strasberg, daily, except Sunday.

11:01 a.m., THE GREAT SOUTHERN FAST

mediate stations, and connects at Lynchburg with
the Norfolk and Western railroad westward, daily,
and at Manassas for Strasburg, daily, except Sunday.

11:01 a.m., THE GREAT SOUTHERN FAST
MAIL.—Daily, operates Pullman Buffet Sleepers,
New York and Washington via Charlotte and Columbia to Savannah and Jacksonville, uniting at
Charlotte with Sleeper for Augusta, also carries
through Pullman Buffet Sleeper New York to Montgomery, with connections for New Orleans. Connects at Atlanta for Biruningham, Ala., Columbus
and Greenville, Miss.

4:45 p.m.—Daily for Orange and intermediate
stations, and through train for Front Royal and
Strasburg, daily, except Sanday,
10:43 p.m.—WASHINGTON AND SOUTHWESTERN VISTIBULED LIMITED, composed of Pullman Vestibuled Sleepers and Dining Cars, runs via
Charlotte and Columbia to Augusta, Savannah,
Jacksonville and Tampa, carrying Pullman Sleeper
New York to Tampa, Also operates Pullman
Sleeper New York to New Orleans via Atlanta and
Montgomery, New York to Asheville via Sallisbury,
Washington to Augusta via Columbia. Dining car
Greenshoro' to Montgomery.

TRAINS ON WASHINGTON AND OHIO DIVISION leave Washington at 9:10 a.m., daily, except
Sunday, for Leesburg, and 6:33 p.m. Sunday
ouly, for Round Hill, and 4:32 p.m., daily, except
Sunday, for Leesburg, and 6:33 p.m. Sunday
ouly, for Round Hill, and 4:32 p.m., daily, except
Sunday, from Leesburg, and 6:53 a.

m., daily, except Sunday, from Herndon only.

Through trains from the seath arrive Washington 7:13 a.m., 2:20 p.m. and 8:30 p.m. Manassas Division 8:40 a.m., daily, except Sunday, and
s:4) a.m. daily from Orange.

Tickets, Sleeping Car reservations and information farnished at offices, 511 ind 1300 Pennsylvania Railroad, Washington, D. Ge
W. H. GREEN, Gen. Man.

L. S. BROWN, Gen. Agt. Pass. Dept. ju2

PENNSYLVANIA nathateoad.

Station corner of 6th and B sts.

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Station corner of 6th and B sts.
In effect June 24, 1894.

10:30 A.M. PENNSYLVANIA LIMITED.—Pullman Sleeping, Dining, Smoking and Observation Cars Harrisburg to Chicago, Cincinnati, Indianapolis, Cleveland and Toledo. Buffet Parlor Car to Harrisburg. Cleveland and Toied). Builet Parlor Car to Harrisburg.

10:39 A.M. FAST LINE.—Pullman Buffet Parlor
Car to Harrisburg. Parlor and Dining Cars, Harrisburg to Pittsburg.

3:15 P.M. CHICAGO AND ST. LOUIS EXPPESS.—
Pullman Buffet Parlor Car to Harrisburg. Sleeping and Dining Cars, Harrisburg to St. Louis,
Cincinnati, Louisville and Chicago.

7:10 P.M. WESTERN EXPRESS.—Pullman Sleeping Car to Chicago, and Harrisburg to Cleveland.
Dining Car to Chicago.

7:10 P.M. SOUTHWESTERN EXPRESS.—Pullman
Sleepling and Dining Cars to St. Louis, and Sleeping Car Harrisburg to Cincinnati.

10:40 P.M. PACIFIC EXPRESS.—Pullman Sleeping Car to Pittsburg.

7:50 a.m. for Kane. Canandaigna, Rochester and Niagnar Falis daily, except Sunday.

10:30 a.m. for Elmira and Renovo, daily, except Sunday. For Williamsport daily, 3:15 p.m.

7:10 p.m. for Elmira and Renovo, daily, except Sanday. For Williamsport, Rochester, Buffalo and Niagnar Falis daily, except Saturday, with Sleeping Car Washington to Rochester and Buffalo daily, and Niagnar Falis daily, except Saturday, with Sleeping Car Washington to Rochester.

10:40 p.m. for Erie, Candudaigna, Rochester and Buffalo daily, and Niagnar Falis daily, except Saturday, with Sleeping Car Washington to Elmira, and Saturdays only, Washington to Rochester.

For Pulladelphia, New York and 'the East.

4 p.m. "CONGRESSIONAL LIMITED." all Parior Cars, with Dining Car from Reltimore, for New York daily, for Philadelphia week days, 7:20, 7:55 (Dining Car), 9:00, 9:40 (Dining Car), and 11:50 a.m., 12:15, 3:15, 4:20, 10:00 and 11:35 p.m. on Sunday, 7:20, 7:55 (Dining Car), 9:00 and 11:35 p.m. For Philadelphia only, Fast Express, 7:50 a.m. week days and 2:15 p. m. daily,

For Boston without change, 7:50 a.m. week days and 2:15 p. m. daily,

Saratoga Express (through Buffet Parlor Car),
9:00 a.m., 12:15 p.m. week days, Sundays, 12:15 p.m.

For Baltimore, 6:25, 7:29, 7:50, 7:55, 9:00, 9:40. ing Car Harrisburg to Cincinnati, 10:40 P.M. PACIFIC EXPRESS.—Pullman Sleep-For Baltimore, 6:25, 7:20, 7:50, 7:55, 9:00, 9:40, 19:30, 11:00 and 11:50 a.m., 12:15, 2:01, 8:15 (4:00 Limited), 4:20, 4:26, 5:40, 6:14, 7:10, 10:00, 10:40, 11:15 and 11:35 p.m. On Sanday, 7:20, 7:55, 9:00, 9:05, 10:30, 11:00 a.m., 12:15, 1:15, 2:01, 8:15 (4:00 Limited), 4:20, 5:40, 6:14, 7:10, 10:00, 10:40 and 11:35 p.m.

For Pope's Creek Line, 7:20 a.m. and 4:36 p.m. daily, except Sanday.

For Annapolis, 7:29, 9:00 and 11:50 a.m., and 4:20 p.m. daily, except Sunday. Sandays, 9:00 a.m. and 4:20 p.m. daily, except Sunday. Sandays, 9:00 a.m. and 4:20 p.m. daily, except Sunday. Sandays, 9:00 a.m. and 4:20 p.m. daily, except Sunday. Sandays, 9:00 a.m. and 4:20 p.m. daily, except Sunday. Sandays, 9:00 a.m. and 4:20 p.m. daily, except Sunday. Sandays, 9:00 a.m. and 4:20 p.m. daily, except Sunday. Sandays, 9:00 a.m. and 4:20 p.m. daily, except Sunday. Sandays, 9:00 a.m. and 4:20 p.m. m. and 4:20 p.m. Atlantic Coast Line Express for Richmond, Jacksonville and Tampa, 4:30 a.m., 3:39 p.m. daily, Richmond and Atlantic, 8:30 p.m. daily, Richmond only, 10:57 a.m. week days.

Accommodation for Quantico, 7:45 a.m. daily, and 4:25 p.m. week days.

For Alexandria, 4:20, 6:35, 7:45, 8:40, 9:45, 10:57, 11:50 a.m., 12:50, 1:40, 3:20, 4:25, 5:90, 5:37, 6:15, 8:02, 10:05 and 11:39 p.m. On Sunday at 4:30, 7:45, 9:45 a.m., 2:45, 6:15, 8:02 and 10:05 p.m.

Leave Alexandria for Washington, 6:05, 6:43, 7:05, 8:00, 9:10, 10:15, 10:28 a.m., 1:00, 2:15, 3:00, 3:23, 5:00, 5:30, 6:13, 7:00, 7:20, 9:15, 10:52 and 11:08 p.m. on Sunday at 6:43, 9:10, 10:28 a.m., 2:15, 5:30, 7:00, 7:20, 9:15 and 10:52 p.m. Ticket offices, northeast corner of 13th street and Penesylvania avenue, and at the station, 6th and B street, where orders can be left for the checking of baggage to destination from hotels and residences.

CHENAPEAKE AND OHIO RAILWAY.
Schedule in effect May 13, 1894.
Trains leave daily from Union station (B. and P.). 6th and B sts.
Through the grandest scenery in America, with the handsomest and most complete solid train service west from Washington.

2:25 P.M. DAILY.—'Cincinnati and St. Louis Special'—Solid Vestibuled, newly Equipped, Electric-lighted, Steam-heated Train. Pullman's finest sleeping cars Washington to Cincinnati. Indianspoils and St. Louis Without change. Dining Carfron. Washington. Arrives Cincinnati, Se'90 a.m.: Indianspoils, 11:45 a.m., and Chicago, 5:30 p.m.: It is provided to the control of the

FOR RENT-HOUSES. For Rent. Fine Old Residence.

Location high; view unsurpassed.
House in perfect order.
Rent reasonable for term of years.
THOMAS J. FISHER & CO.,
6t
1324 F st. n.w.

Georgetown Heights.

NINE-CENT PHECES.

articles of merchandise have led certain investigators to demand a 9-cent coin, says the New York Ledger. It is said in defense of this idea that it would greatly facilitate making change and save shoppers a great deal of time. There is some reason to think that a certain class of shopkeepers would rot exhibit any great degree of enthusiasm on this point, as there are many persons who will sacrifice the 1 cent rather than

THAT CAISSON EXPLOSION

The Chicago Accident Was Not Withe out Precedent.

From the St. Louis Republic.
On the morning of the 16th ultimo in Chicago a caisson belonging to battery F of the second artillery of the United States army blew up with fearful force, killing three artillerymen and a trooper and wounding thirteen others, besides damaging much property in the vicinity of the place where the explosion occurred. It was thought at the time, and so announced, that the explosion was unprecedented-that nothing like it had ever occurred before. But since then another instance where a limber exploded, probably the only other instance of the kind, has come to light. It occurred in India in the fall of 1868. Capt. Clement W. Bellairs, at present the fair grounds superintendent, who was at that time in the British service and stationed at Bellary, witnessed it. At the time of the Chicago explosion Capt. Bellairs was at Lake Minnetonka recuperating. He saw the account of the affair, stating that it was unique, never having occurred before, and wrote privately to Gen. Nelson A. Miles relating the Indian affair, Capt. Beliairs spent nine-

the Indian affair. Capt. Beliairs spent nine-teen years in the British service.

A Republic reporter called on the captain at his pretty home in the fair grounds yes-terday and heard the account of the explo-sion which he witnessed in India. It is best told in the captain's own language.

"We were stationed at Bellary, which is located in what are known as the Ceded Districts, in the Madras presidency, which is in the southern part of India. Major Richard Hennigan was in command of the post, while Capt. W. F. Caine was com-manding the battery in which the explosion occurred. We drilled early in the morning, being obliged to finish before sun up. D battery of D brigade of the royal horse ar-tillery, which was the fatal one, was combattery of D brigade of the royal horse artillery, which was the fatal one, was composed of six guns, with six horses to each.
There were three drivers for the six horses,
one sergeant and nine gunners, making a
total of ten men for a mounted detachn:ent, including the three horse-holders,
when in action, also the two gunners who
sit on the limber. The horse artillery batteries in the British service never take out
the calssons as they do in the field batteries, the detachments being mounted. As
a rule, drill in the British artillery commences with a march past, both horse ara rule, drill in the British artillery com-mences with a march past, both horse ar-tillery and field batteries walking and trot-ting past in various formations. At the end of the trot past, as it is known, the field batteries proceed to their original stand, while the horse artillery continues quite a distance beyond the line of passing, and, reversing, forms columns of half batteries, that is of three guite seed.

that is, of three guns each, with the left in front.

"They then gallop past the commanding officer at top speed. On this occasion the left half battery, which was leading, had all but arrived at the saluting point, when the limber of the center gun of the following half battery, which was thirty-eight yards in the rear, blew up. The detonation and force of the explosion was awful. The three drivers of the guns, which was No. 2, as well as the two limber gunners, were killed instantly, being mangled and torn fearfully. The six horses were also killed. Many of the detachment of mounted guneners were injured, as well as the horses of that is, of three guns each, with the left

Many of the detachment of mounted gunners were injured, as well as the horses of
gurs Nos. I and 3, which, with the one in
which the explosion occurred, formed the
second half battery, and which were nineteen yards on each flank of it.

"In the British service the farrier sergeant always rides in the rear of No. 2
gun. In this case the farrier sergeant, a
brave fellow named Taylor, was riding in
his usual position, mounted on a roan
horse, his usual charger. The padiock from
one of the two limber boxes was blown
backwards, struck his horse in the chest,
pierced the cavity, and was afterward
found to have penetrated past the back
ribs. Sergt. Taylor was terribly burned
and disfigured; so much so that when he
recovered enough to be around, after weeks
of lying in cotton-wool, his body was as
blue as sulphate of copper, and the army
physicians said that the dye would remain
stanch for the rest of his life, which it did,
"We never had a doubt in the battery as
to the cause of the awful accident. The
half battery's regular ammunition inspection had taken place the previous day. The battery's regular ammunition inst tion had taken place the previous day. The lieutenant in command of that half battery had kept his men waiting for some time before he arrived to make the inspection-

before he arrived to make the inspection—so long that the limber gunner's dinner hour had past before he had concluded. In their haste to get to dinner they had no doubt failed to properly screw on the caps of one or more shells, of which there are thirty-three in each limber box, and some powder must have dribbled out. The joiting of the limber at the furious pace at which they galloped past produced friction on the outside of a shell or shot, and the catastrophe followed. If it had happened in a field battery the explosion would undoubtedly have been communicated to the caisson, or wagon, as it is called over there. The consequences would have been awful, indeed."

ELECTRIC HAIR BLEACHING.

A New Method of Converting Brus nettes Into Blondes in Quick Time.

An enterprising hair dyer has projected cheme for making bleached blondes as fast as the demand may require. The subject of chair, somewhat similar to that used by metal plate, which is the negative ter minal of a rather strong battery, the current from which is sufficient to exert a moderate decomposing action on solution of salts, containing a bleaching agent such

of salts, containing a bleaching agent such as chlorine. The tresses are allowed to fall tack of the chair and are dampened with a solution of what the inventor terms his secret. A brush, composed of metallic bristies, which have been gilded or platinized and which are electrically connected to the source of the current thus forming the positive pole of the battery, is slowly and steadily drawn through the hair.

A slight decomposition of the salt held in solution takes place, the bleaching agent is liberated and the coloring matter in the hair is lightened. The discoverer declares that the color given to the darkest hair may be varied at pleasure, and may also be be varied at pleasure, and may also be carefully regulated; furthermore, he states that the color does not resemble that of ordinary "bleached" hair, but is more natordinary "bleached" hair, but is more natical and in every way able to deceive the most expert in such matters. While the idea is one which is attractive from an experimental standpoint, the object attains ed, if his statements are true, is one which should be pushed into obscurity by a minimum amount of praise. Still another beautifying (?) effect of the current is obtained by this inventor, who seems too fertile in such vanity-promoting ideas. He advertises to make ladies' lips resemble coral in their dazzling redness. His process is, of course, an electrical one, and he produces an unhealthy reddening of the lips by forcing an inflammation by means of a so-called Faradic current.

called Faradic current.
There is pretty good evidence that his There is pretty good evidence that his showy operating rooms are well crowded by a "bevy of beauties" at all times of the day, and it is quite amusing to watch the silly women who have much more money, than brains at their disposal emerge from this gilded den feeling their fevered lips with their tongues and trying to smile white "they are paying too dear for their whistle."

Curious Properties of the Ruby.

nom the Jewelers' Circular. The chief scientific interest of the ruby corundum flows from the extraordinal peculiarities of structure that it present as well as from the mysterious qualities that determine its striking color. It found in crystals of great variety of shapes out all having a tendency to the peculiar as "twining." By testing crystals of corundum with polarized light, its structure is found to be wonderfully complex, and under the microscope its exterior face is covered with a strange network of sculpture, indicative of molecular changes. But probbally the most interesting thing about the corundum crystal is the fact that it is nearly always found to have inclosed and surrounded some foreign body or other, which lies imprisoned in its midst. Stranger still is the fact that these "included" foreign bodies lie generally disposed of in planes meeting each other at an angle of 60 degrees, the result being to produce the phenomenon of "asterism," which is the term given to the white star of light which is observable on certain jewels cut with a is observable on certain jewels cut with a rounded surface. It has now been made certain that the fluid is no other than liquid carbolic acid gas, reduced to that condition by being under great pressure.

Dr. B. B. Pettitt, Sherman, Texas, says; "I have